

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 24th

The Solo Events Board met by conference call January 24th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Charlie Davis and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Prepared

#21414 Turbo jets and other anti-lag

Add to 17.10.D as follows:

4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.

#21828 XP non-OE wing mounting

Change 1.c in Appendix A, class X Prepared, as follows:

“Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12" (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*”

Note: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

Member Advisories

General

#23854 spectator and non-spectator Solo events update

The Solo rule book has been updated to contain language which is consistent with current insurance requirements, regarding spectator/non-spectator events.

#23960 SEB Personnel

The SEB has a vacancy and is requesting interested members to submit their qualifications in writing via www.soloeventsboard.com

The SEB thanks Eric Hyman for his service as an SEB member.

Street Touring

#23688 2 step limiters on STS Civics

Thank you for your inquiry. There is no allowance for wiring modifications in the current Solo rules to facilitate feeding additional sensors into the ECU. The STAC would

encourage the letter author to talk with fellow competitors who are utilizing a 2-step rev limiter under the current rules.

Change Proposals

General

#23348 Approved means for preheating tires

The SEB is seeking member feedback regarding the following proposal.

Change 6.11 as shown:

“6.11 ~~PREHEATING TIRES~~ TIRE TEMPERATURE MANAGEMENT

~~Pre-heating of tires prior to competition by electrically heated covers or by similar means is prohibited. Supplemental heating of tires less than 30 minutes prior to the first car of the heat starting a run is prohibited.~~

Tire heat may only be retained by individual tire covers, or via a wrap around the car with the ignition off.

Water may be used to cool tires.”

Street

#22582 Muscle cars to B Street?

The SAC would like member feedback on the following proposal:

Move *from AS to BS*

BMW

M3 and M4 (F80/F82)(2015-18)

Chevrolet

Camaro SS 1LE (V8)(2017-18)

Ford

Mustang Shelby GT350 (2015-18)

Nissan

350Z NISMO (2004-08)

370Z NISMO (2009-18)

#23650 BMW Z4 Class Change Proposal

The SAC would like member feedback on the following proposal:

Move *from BS to CS*

BMW

Z4 roadster (2.8i, 3.0i)(2009-16)

#22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS

The SAC would like member feedback on the following proposal:

Move *from DS to GS*

BMW

3-Series (E46 chassis)(non-M3)(1999-2006)

Lexus

IS300 (2001-05)

Subaru

WRX (non-STi)(2001-08)

#22882 Move RX-8 from CS to DS

The SAC is requesting member feedback on the following revised version of a previously-published list of class change proposals for 1/1/2019:

Move *from BS to DS:*

Audi

S3 (2.0T)(2015-2017)

TT Quattro (AWD)(2008-2017)

Ford

Focus RS (2016-2017)

Mitsubishi

Lancer Evolution (2003-2015)

Subaru

WRX STi (inc Special Edition)(2004-2017)

Volkswagen

Golf R (2015-2017)

Move *from BS to DS:*

Audi

TTS (2009-15)

Move *from CS to DS*

Mazda

RX-8

Nissan

350Z (exc Nismo)(2003-2009)

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC would like member feedback on the following proposal:

Move *from exclusion list to SS*

Audi

R8 (non-GT) (2008-2015)

R8 (non-Plus) (2016-2018)

Street Touring

#22139 Master cylinder brace allowance in ST

The STAC would like to solicit member feedback on an allowance for a bolt-on master cylinder brace mirroring the allowance present in the SP category. This would be added as a new section 14.6.E, as follows:

"E. A single master cylinder brace may be added provided it is bolt-on and serves no other purpose."

Street Prepared

#22718 Request to Re-classify FR-S/BRZ/GT86 to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128i(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

Please see item #22536 in the February Fastrack for a related proposal.

Street Modified

#23104 16.1K Canards

The following change proposal is submitted for member review and comment:

Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) from the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm²) for each side.*”

#23106 16.1.H Rule Clarification - Rear diffusers

Per the SPAC, the following change proposal is submitted for member review and comment:

Add to 16.1.K as follows:

“Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.”

Prepared

#23614 Please remove RWD Escort and Chevette from EP Appendix A

In order to correct an oversight from the DP/EP/GP reorganization, the RWD 1968-1981 Escort & Lynx and Chevrolet Chevette are recommended to be removed from EP. The listing is proposed to be corrected as follows:

Appendix A

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

Other Items Reviewed

General

#22756 input on multiple proposals

Thank you for your input.

Street

#23634 Feedback for street class proposed moves #22526 & #22882

Thank you for your input.

#23659 Move AWD boost machines from BS to DS

Thank you for your input.

#23660 S2000 (non CR) to CS

Thank you for your input.

#23668 Concur with Proposal # 22882

Thank you for your input.

#23732 YES to #22613 Comprehensive Street Reclass for Lotus Evora

Thank you for your input.

Street Touring

#23682 Not for the proposed 93oct rule change.

Thank you for your input. The STAC will monitor the new 93 octane rule and continue to accept member feedback.

Street Prepared

#22733 SP Participation

Thank you for your input.

Prepared

#23373 Response to #21828

The PAC thanks the member for their input. The PAC feels a wing mount, regardless of style, is considered a component of the wing and would be subject to the placement allowances of Appendix A.1.c.

#23442 Member input Prepared Letter #20237

Thank you for your input.

#23794 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#23832 PAC Committee Personnel

The SEB thanks Jeff Stroh for his service on the PAC.

Kart

#22509 Proposed 19.2.H.2

Thank you for your input.

#23314 Information about comparing weights of KZ/ROK/Stock Honda

Thank you for your input.

Not Recommended

General

#23164, 23166 3.3.3.B.12 - Non-Metallic Wheels

The SEB does not recommend this change.

Street

#22749 More Vipers into SSR

Thank you for your thorough and data-driven letter. However the SAC does not want to make further changes to SSR at this time.

#22763 Shock bumpstop rule, 13.5.D

Thank you for your input. The SAC believes the rule is adequate as written.

#22807 Move Honda S2000 CR from AS to BS

Thank you for your input. The SAC believes the S2000 CR is appropriately classed.

#23669 Move Porsche Cayman (non-S, all years) to D-Street

Thank you for your input. The SAC believes any Cayman variant exceeds the performance potential of DS. Please see letter #22275 in the February 2018 Fastrack for a class change proposal involving the Cayman.

#23670 Addition of the 2018 Audi TTRS and RS3 to SSR

Thank you for your input. The SAC does not want to make further changes to SSR at this time.

Street Touring

#23133 Tire width proposal for stf cars being moved to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23134 Wheel/LSD allowance

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23137 Additional allowances for STF cars moving to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23139 Larger wheel/tire for STF cars going to STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23141 STF cars to STX instead of STS

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23143 stf cars to stx

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23151 Additional STF cars reclassified to STX.

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23484 It's time to move all NA/NB Miatas to STS

Thank you for your input. The STAC feels the performance levels of the Torsen-equipped NA and NB Miatas are not currently appropriate for STS. In Club Racing, Spec Miata uses restrictors and weights to balance performance of the NA and NB Miatas, and such measures are not applicable in the Solo Street Touring category.

#23663 Request to please consider classifying the BMW Z4 M Coupe in ST-

Please see the response to letter #22214 in the October 2017 Fastrack.

Street Prepared

#22716 Stop fender cutting

Thank you for your input. Please see item #22536 in the February Fastrack.

Prepared

#22239 Prepared a restructuring comment.

Thank you for your input. Please see item #14898 in the February Fastrack.

#22789 Restrictor size increase request?

The PAC feels that the current restrictor allowances provide sufficient parity for Forced Induction and Naturally Aspirated motors in the current structure.

#23338 Weight calculations

The PAC feels the current allowances for 2 valve engines adequately cover the performance differences. The PAC will continue to monitor the competitive balance of the weight formulas.

#23356 Restructuring classes Blown versus NA engines

Thank you for your input. The PAC will consider this subject when discussing long-term category goals.

Kart

#21979 Legal motor

Thank you for your input. At this time, the KAC/SEB does not believe this motor should be added to KM.

#22020 REQUEST TO CLASS ROK SHIFTER AS NEW ENGINE

Thank you for your input. The KAC does not recommend adding this motor to KM.

#22022 Change 19.D.2 to allow csai aci homologation

Thank you for your input. At this time, the KAC prefers not to class the ROK motor in KM.

#22508 Consider requiring WKA/IKF/... compliance for kart chassis?

Thank you for your input.

#22517 Jr. Kart Weights

Thank you for your input. The KAC believes the weight requirements are sufficient as written.

Handled Elsewhere

Street

#22632 Please DO NOT move Mustang GT 350 to BStreet

Please see the response to item #22582.

#22697 Follow up from the town hall discussion at Nationals

Please see the response to item #22696.

#22699 6th Gen SS 1LE to B Street

Please see the response to item #22582.

#23413 Street class change proposals

Please see the response to item #23555 in the January Fastrack.

#23642 Take a few cars off the exclusion list?

Please see the response to item #22333.

#23689 Member Feedback on proposed moves to DS

Please see the response to item #23634.

#23694, 23730, 23734, 23735, 23736, 23742, 23748 Re: Lotus Evora (various)

Please see the response to item #23732.

#23698 RE letter 22882

Please see the response to item #23634.

#23722 Feedback on the proposal to move the s2000 to C-Street

Please see the response to item #23660.

Street Touring

#23643 STR NB Miata with open diff to STS

Please see the response to letter #23484.

Street Modified

#22741 Diffusers in Street Modified

Please see the response to item #23106.

#23249 Car Classification

Please see the response to item #23106.

Prepared

#16812 XP Weight Formula Conformity

Thank you for your feedback. Please see item #14898 in the February Fastrack.

#22791 22790 - ABS in CP

Thank you for your feedback. It was considered in the response to item #22790, which can be found in the February Fastrack.

#22830, 22947, 22949, 22950, 22951, 22968 Re: 22790 - ABS in CP (various)

Please see the response to item #22791.

#23516 51% weight modifier

Thank you for your input. Please see item #14898 in the February Fastrack.

#23618 Oppose Proposed Rule Change #20237!

Thank you for your input. Please see item #20237 in the December 2017 Fastrack.

Modified

#22811 Non Ferrous floor attachment.

Please see item #22770 in the February Fastrack.

Tech Bulletins

Street Touring

#23716 2017+ Civic Si to STH

Per the STAC, add the following new listing in Appendix A:

STH

Honda

Civic SI (2017-2018)